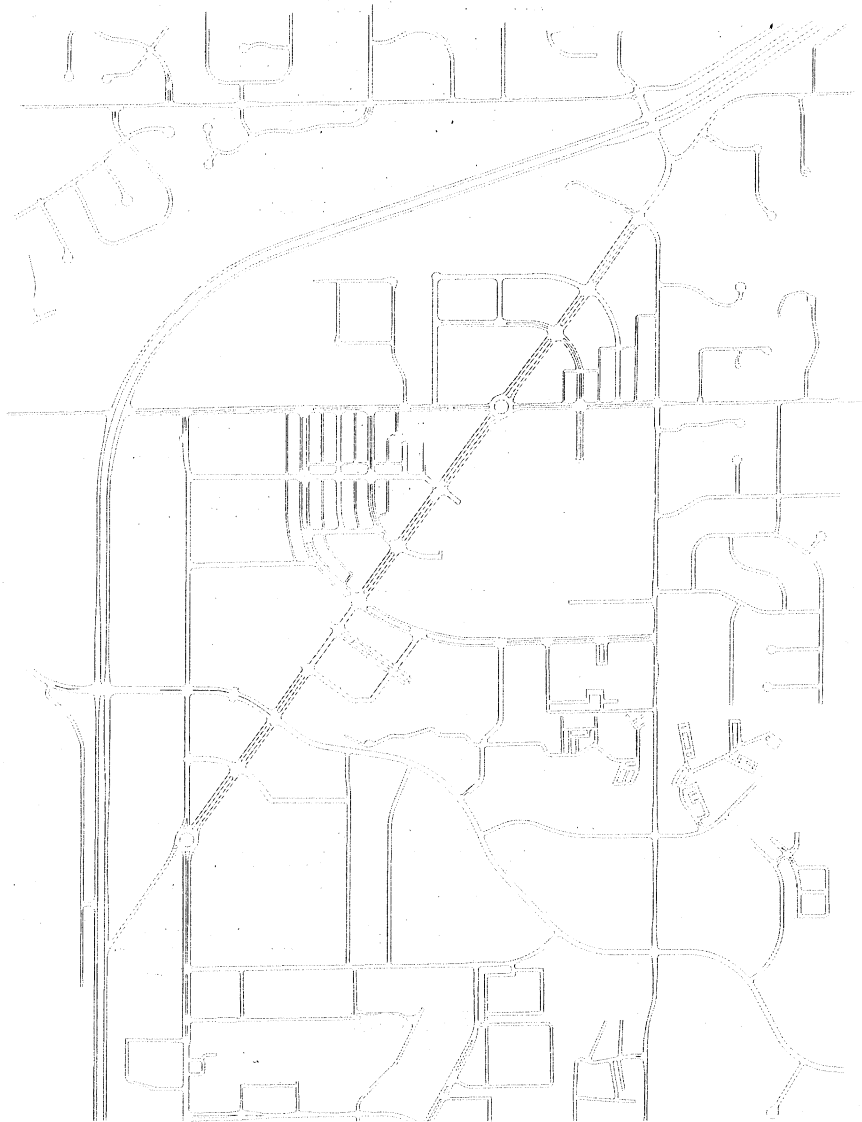
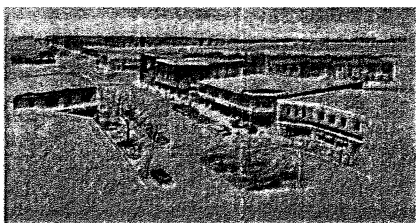
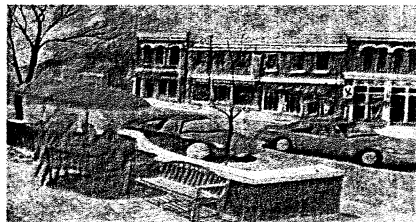
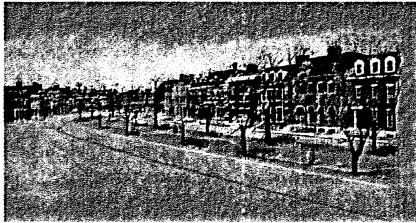


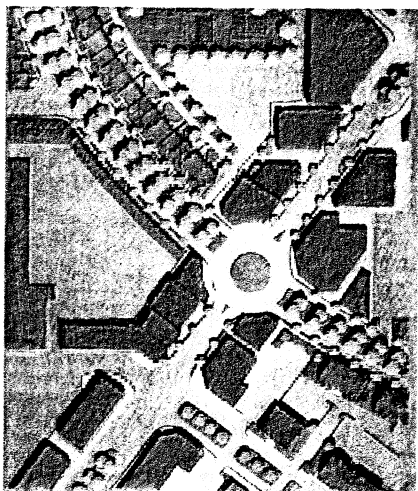
## OLD MERIDIAN TASK FORCE REPORT

JANUARY 7, 2000



CARMEL, INDIANA

**CITY OF CARMEL  
OLD MERIDIAN TASK FORCE REPORT**



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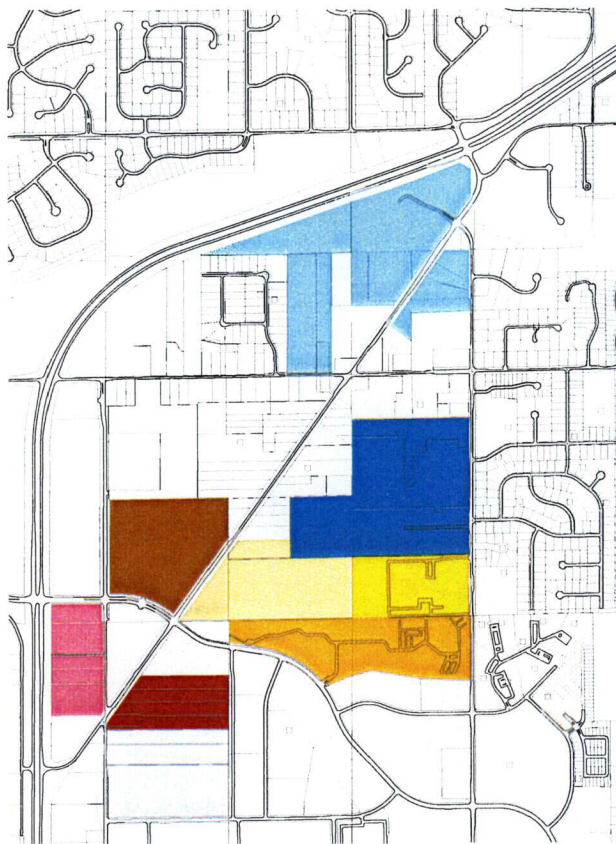
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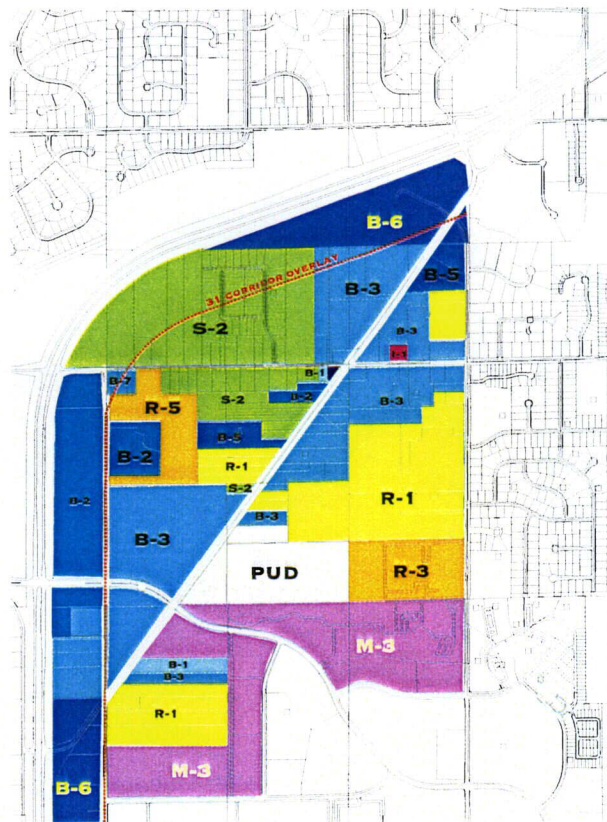
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MAJOR OWNERSHIP PARCELS



CURRENT ZONING

## BACKGROUND

The Carmel Old Meridian District is approximately 300 acres of land in the northeast quadrant of Carmel, Indiana. The district is experiencing development pressure and the City has been concerned that haphazard commercial and office development would take away from the high-quality business and residential environment of Carmel. At the same time, there are several unmet needs within the community which cause the development pressure. In particular, the U.S. 31 Corridor office developments lack restaurants and other services, and these same developments create a demand for different housing choices in Carmel such as condominiums and apartments.

The plan for this district is complicated by the fact that there are multiple owners of the property and that some of the area is already developed in permanent uses, most notably with an older housing subdivision, the St. Vincent Carmel Hospital, and a Meijer's Department Store. A large amount of land is vacant, and there is even more land which is likely to be redeveloped as market pressure increases.

The City already has funding for improving Old Meridian Street, which is currently a two lane road without curbs. The new improvements call for widening the road to four lanes and providing a landscape median, curbs and sidewalks.

A complete analysis of the existing conditions is found in the Old Meridian Market Study produced as a part of this planning process and in pages 18 to 21 of this report.



## GOALS OF THE PROJECT

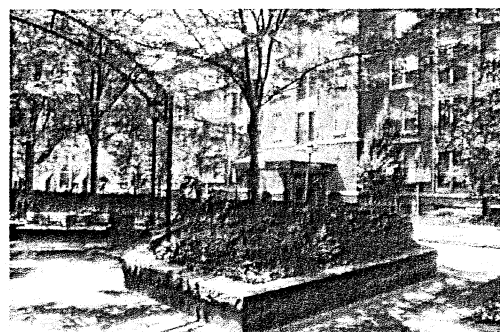
The Old Meridian Task Force has developed a plan for the study area that meets the following four goals:

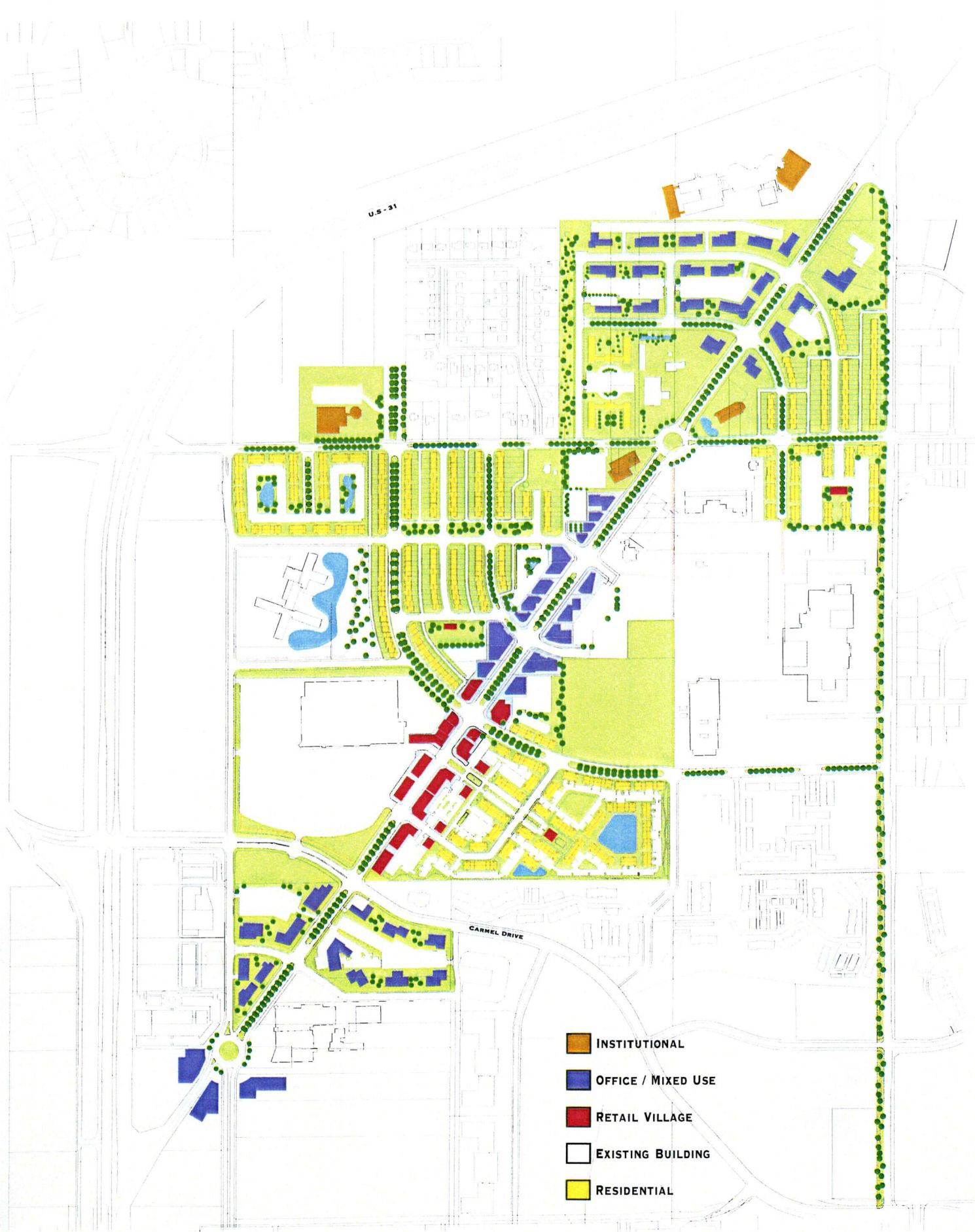
1. A plan that provides an attractive concept of higher density mixed use lifestyle: unique, pedestrian friendly, with day and night activity.
2. A plan that can be implemented as the area is developed. It responds to market forces, and the willingness of the City to provide infrastructure and planning support.
3. A plan that uses the City's planning authority in creative ways, but is easily understood and does not create ambiguity or undue delays for developers.
4. A plan that will provide for Carmel's unmet needs for housing, specialty and service retail, and entertainment uses.

## THE VISION

The Task Force plan reflects some of the new ideas about urban planning that have surfaced in recent years. As people begin to look at suburban centers, they have felt dissatisfied with the sameness of the environments and with the unpleasant aesthetic affect of fast food restaurants, signs and parking lots. Places for people to gather, to meet and to spend time in public settings are becoming harder and harder to find, because most new suburban developments emphasize automobile convenience.

The Old Meridian District plan will create a different kind of environment – one that is more like an old-fashioned village or Main Street. The Old Meridian Village, which contains retail stores, will be a walkable place where shops are lined up along a sidewalk rather than suspended in a sea of parking. Sidewalk cafés will offer shoppers a place to stop and meet neighbors. Nearby apartments, condominiums, and attached single family houses will offer convenient housing for Carmel's young singles or empty-nesters. Tree lined streets will encourage people to walk to the Village from their homes. A system of hike and bike paths connects neighbors and schools. Although the area is planned to be relatively dense, there will still be room for pleasant parks and boulevard streets. At night, restaurants and other entertainment venues will light up, creating a lively place for all of Carmel's residents to stroll down Old Meridian.





## PLAN FEATURES

Old Meridian Boulevard is the central focus of the new plan. On the north and south, one enters the district through two landscaped roundabouts. New retail activity is concentrated in a few blocks north of Carmel Drive. This location means that it can be close to the Meijer's, which acts like an anchor store for the retail district. The location is also central to the new housing and office development that is planned, and it is easily accessible to 31 Corridor office users.

Old Meridian Boulevard offers high visibility for the new Village district, but not so much traffic that congestion overwhelms the pedestrian activity. The street character changes as you move along it, to emphasize the changes in land use from office to intense retail or mixed use.

The second major feature of the plan is the creation of new radial boulevards that connect through the site. The Grand Boulevard is the widest, offering a park-like median that will support walking and biking trails. It curves from Main Street south, through the Village area and connecting to the school and Guilford Avenue. It will provide cross circulation as well as offering a high quality setting for new development. Other, smaller boulevards also connect across the study area, providing the multiple access points that are important in supporting pedestrian traffic and low volume street traffic.

Street networks offer continuity in the district and so the plan calls for all new streets to be publicly dedicated and connected through, rather than serving a single development project. New buildings in the district, whether they are residential, office, or commercial, are planned so that they face a public street, rather than a parking lot. This encourages all buildings to relate to each other along the street and it helps pedestrian access.

Along the new boulevards the plan provides for multifamily and townhouse residential areas. These are envisioned as both upscale and more moderate units, many of which will be offered for sale.

Outside of the central retail and residential areas, new office development is anticipated on the north and south areas of the site. These projects will be smaller office buildings, mostly fronting on Old Meridian Boulevard or near the hospital.

The character of the district will be more urban than suburban. Architecturally, an eclectic mix is expected, but most buildings will be multi-story brick buildings with a level of architectural detail appropriate for a pedestrian-oriented district. Single story, single use buildings will be discouraged.

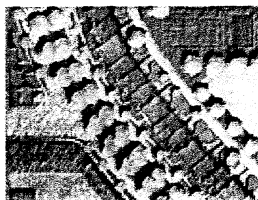
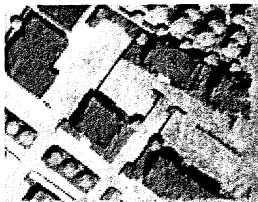
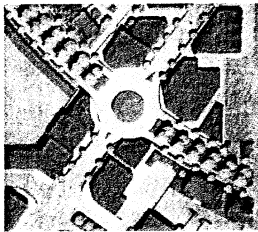
## IMPLEMENTATION

The remainder of this report is a more detailed description of the plan, including an outline of the development guidelines proposed in the zones and a description of the infrastructure. This plan is the product of several months' discussion with Task Force members and many observers who took part in the public meetings. Already, a significant mixed-use development project has been voluntarily designed to conform with this plan.

The Old Meridian Task Force strongly believes that this plan is key to providing a better quality of life in this part of Carmel, while at the same time it ensures a higher value for the property in the long run.

The Task Force recommends:

1. This plan should be presented to the Planning Commission for adoption as a Comprehensive Plan amendment.
2. More specific development and use guidelines should be incorporated into a new zoning legislation that supports this plan.
3. The City of Carmel should begin steps to acquire right-of-way for the boulevards, as an important indication of commitment to the plan.
4. The city should coordinate the engineering of Old Meridian Street improvements with the plan.











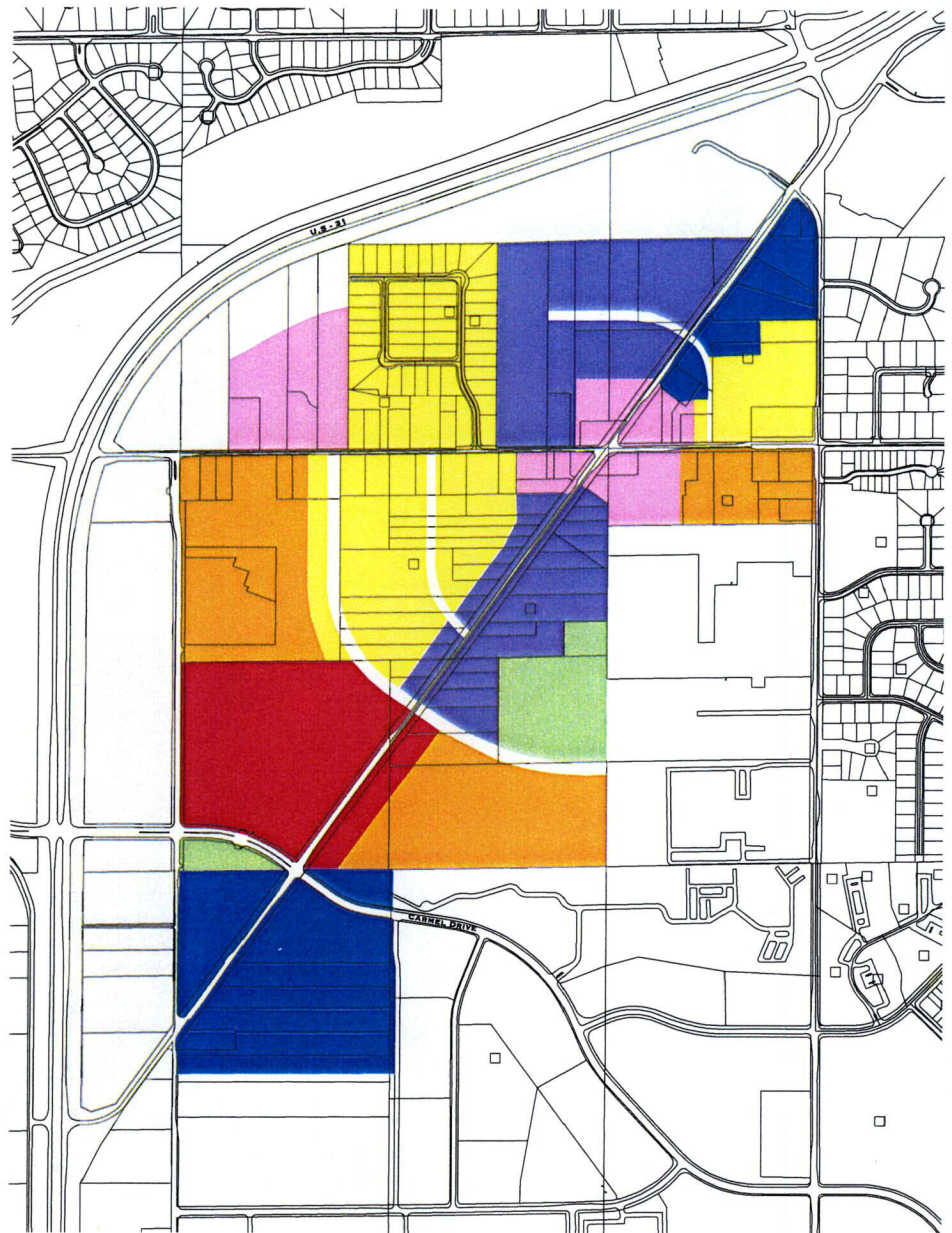


## DEVELOPMENT ZONES

The Old Meridian Plan describes six new development zones, each with its own development guidelines. These would replace the current zoning or would be used to guide PUD development. Along with the provision of public roads, development controls are the primary tools for planning new development in the Old Meridian district. The map at the right delineates the new zones that are proposed, along with the current land subdivision maps showing how current parcels would be affected. Development guidelines for each zone are described in pages 11 to 17 of this plan

### KEY:

-  **VILLAGE:** MIXED USE ALLOWED, WITH RETAIL ON THE GROUND FLOOR REQUIRED.
-  **MIXED USE:** OFFICE AND RESIDENTIAL USES ALLOWED, WITH SOME GROUND FLOOR RETAIL.
-  **SINGLE FAMILY:** ATTACHED OR OTHER MEDIUM DENSITY HOUSING.
-  **MULTIFAMILY:** APARTMENTS, CONDOMINIUMS, OR OTHER HIGH DENSITY HOUSING.
-  **SPECIAL USE DISTRICT,** INTENDED FOR INSTITUTIONS (CHURCHES, PUBLIC BUILDINGS OR OTHER HIGH PROFILE USERS).
-  **OFFICE:** OFFICE AND MEDICAL USES ALLOWED
-  **EXISTING 31 CORRIDOR OVERLAY ZONE.**
-  **OPEN SPACE**



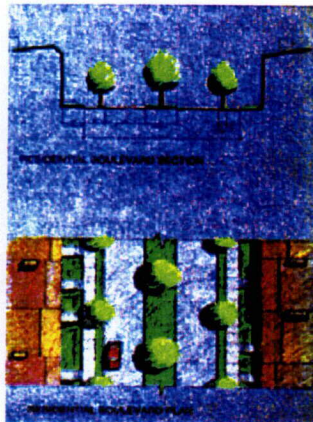
## PROGRAM SUMMARY

The following are the estimated program of what is shown on the plan. It is expected that this represents a build out over ten years. Land area includes streets, except Old Meridian, Carmel Drive and Main Street.

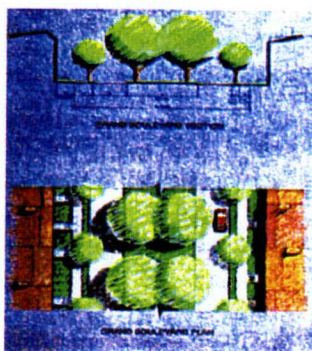
### TOTAL LAND AREA REDEVELOPED:

- Village: 36 acres land.
- Mixed Use (North of Main Street): 31 acres land.
- Office (north of Main Street): 11 acres land.
- Mixed Use (between Main and Carmel): 23 acres land.
- Office (South of Carmel Drive): 36 acres of land.
- Single Family: 67 acres land, approximately 268 units.
- Multifamily: 55 acres land, approximately 983 units.

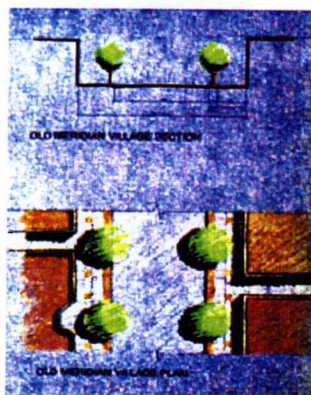




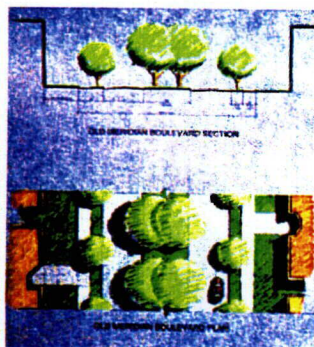
SECTION 1 - RESIDENTIAL BOULEVARD, 80 FOOT  
RIGHT OF WAY.



SECTION 2 - GRAND BOULEVARD, 100 FOOT  
RIGHT OF WAY.



SECTION 3 - OLD MERIDIAN STREET IN THE  
VILLAGE, 85 FOOT RIGHT OF WAY



SECTION 4 - OLD MERIDIAN STREET, 100 FOOT  
RIGHT OF WAY.

## INFRASTRUCTURE:

The plan calls for the creation of three new boulevards, and supports the planned improvements on Old Meridian. Old Meridian Boulevard will have a roundabout at the southern end where it meets Pennsylvania Street, and one at the northern end where it meets Main Street. The existing right of way is 100 feet wide. For most of the length of the street, the plan calls for a four lane road with a landscaped median, sidewalks and a tree lawn, as shown in the section 4, left. Through the Village, the road narrows and the median becomes a narrower (hardscape) mountable median. The right of way will also be narrowed, as shown in section 3. The narrowing of the road will give the intimate scale necessary to the pedestrian area of the street without compromising traffic flow. In all cases, on street parking will be allowed at most times. On street parking helps protect pedestrians and is very valuable in a retail district.

The boulevards that are planned will vary in width. The widest is planned for a 100 foot right of way, with two travel lanes (one each way), two parking lanes, wide median and sidewalks. (Section 2). The other residential boulevards have the same layout with a narrower median (Section 1).

Additional streets will be built as the district builds out. These are shown on the plan in particular locations, but it is expected that the specific location of these connector streets will be negotiable, depending on the development program of the owner. The plan calls for most streets in the district to be dedicated to the public and for most streets to be connected to other streets, rather than servicing only a single development.

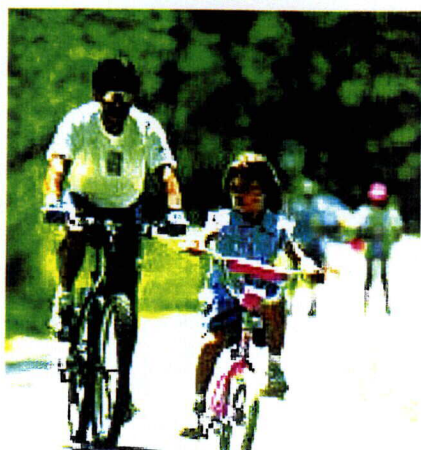




## HIKE AND BIKE TRAILS

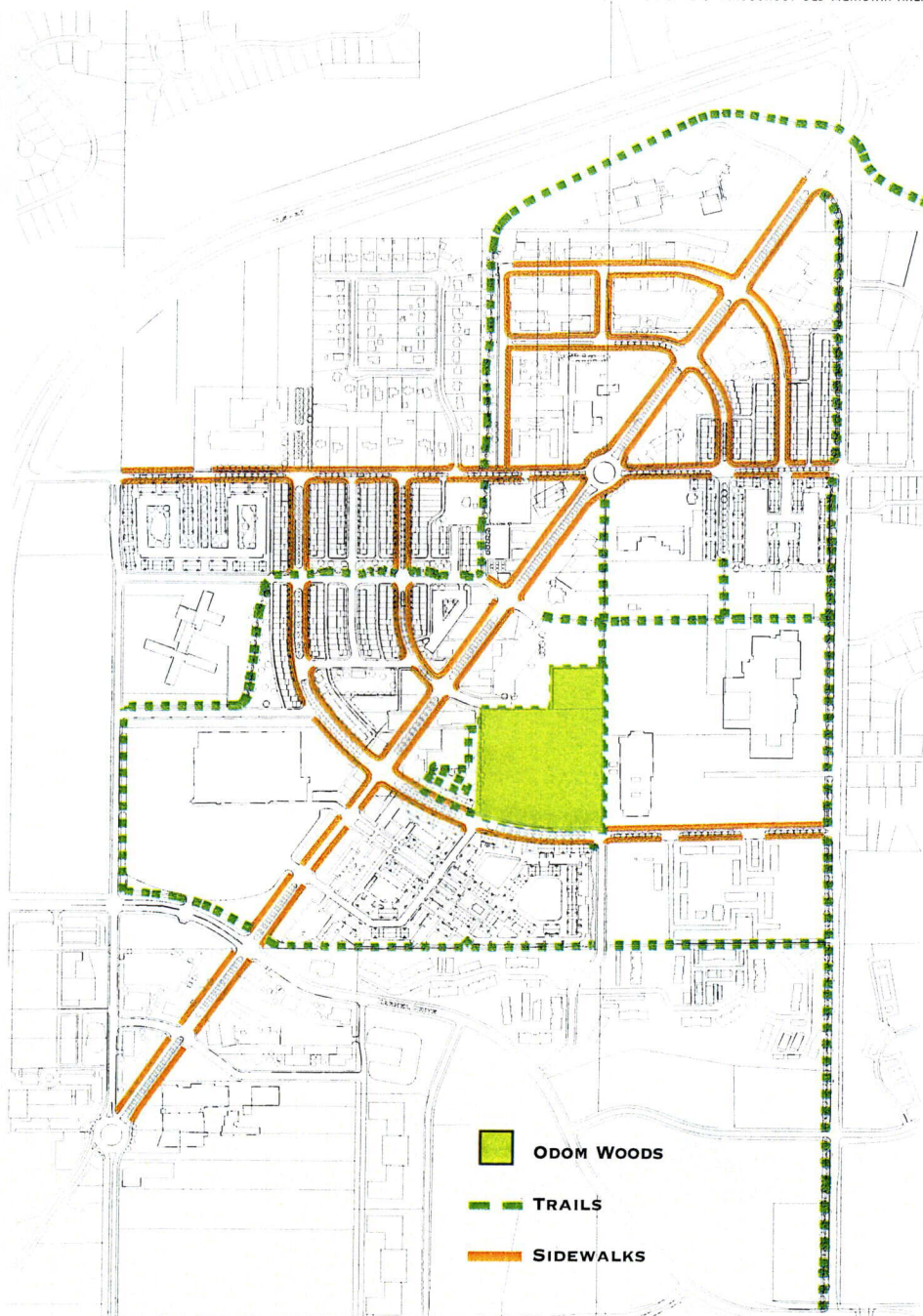
A series of hike and bike trails will be constructed throughout the Old Meridian Street area. The trails will cut across Old Meridian in some locations and then proceeding into nearby residential and commercial areas. This network will allow for greater connectivity to schools and other public amenities in the area. The proposed hike and bike trail will join up with the existing Meadowlark Park trail just north of the Thornhurst subdivision. The construction of hike and bike trails throughout the Old Meridian Street area will help facilitate the use of alternative modes of transportation by the local residents. The trails will mean greater local mobility, without the use of an automobile.

In addition to the trails, the boulevards will have sidewalks on both sides of the street.



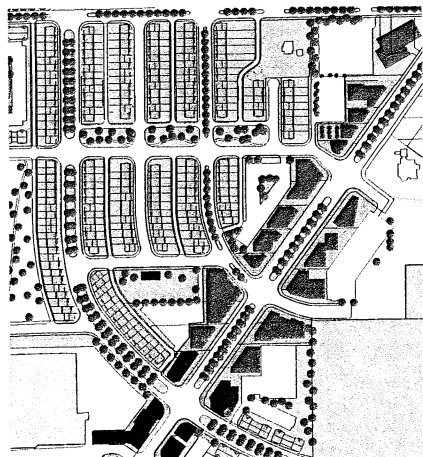
PATHS PROVIDE PROTECTED AREAS FOR ACCESS TO SCHOOLS.

TRAILS AND SIDEWALKS THROUGHOUT OLD MERIDIAN AREA





LARGE SINGLE FAMILY HOMES IN BEACON HILL IN BOSTON HAVE BRICK FRONTS, SMALL YARDS AND STOOPS.



THE RADIAL BOULEVARDS WILL BE LINED WITH TOWNHOUSES. ALLEYS WILL SERVE REAR GARAGES AND SMALL YARDS.



THE BOULEVARD LANDSCAPING CAN HAVE AMENITIES LIKE LIGHTING, PAVED PATHS, AND BENCHES.

## SINGLE FAMILY ATTACHED

The single-family attached housing zone will be an upscale townhouse area, probably occupied as condominiums or fee-simple rowhouses. The market for these units will be primarily residents of Carmel who no longer want to maintain yards and who would enjoy living close to the Old Meridian Village retail and restaurant areas. Affluent young couples and singles may also be attracted to these units because of their convenience and urban character.

The primary use in this district is single family attached housing units. In fee simple townhouses, which are townhouses where the property is actually divided into small lots, one accessory apartment will be allowed in each single family home, which may also be used as a home office.

Every unit shall sit on a single demised plot, even though the property for the project may be held in common. Common held property may include front lawns, areas for trash removal, parking access (alleys), visitor parking or recreation.

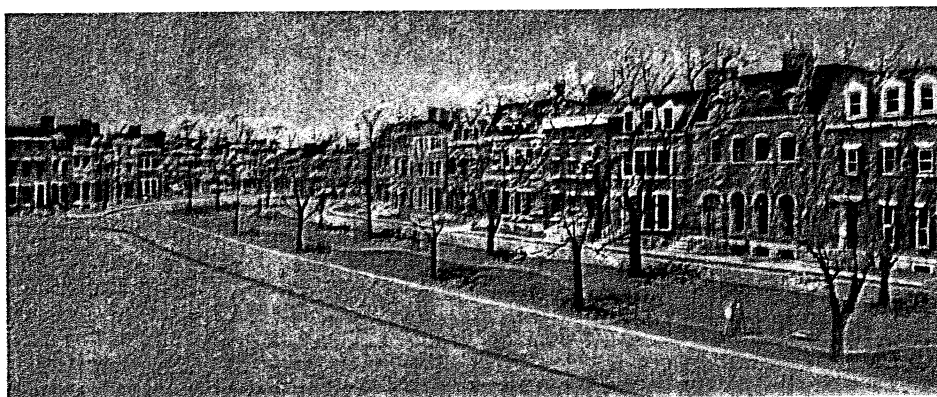
All units should have a minimum of two parking spaces per unit. Parking may be paved or in an attached or detached enclosed garage. All parking will be accessed from the rear. Garage doors may not open toward a boulevard street, since these streets are park and promenade spaces as well as access points.

In order to create a pleasant street front for all new buildings, all residential units must face a public street. The side of the residence facing any street must be clad in brick and trimmed in wood, stone, precast concrete or similar material. The front door should be recessed. The finished floor level of the first floor should be a few feet above sidewalk level in the front, but may be on grade in the rear. This is to create visual privacy for windows on the street, and to create a rhythm of stoops.

The design of the buildings should reflect the traditional townhouse type, which has a relatively flat front face with multiple small openings, contrasting trim, and a cornice at the top. Many different architectural styles would be appropriate and an eclectic mix is acceptable. Most of the units will need to be two and one-half or three stories tall, although they can be narrow in width.

A developer who builds a substantial number of units will be required to provide some portion of the land developed in open space or recreation space or may donate an equivalent sum to be used to purchase or develop public park areas in the district.

All streets built by developers must accommodate on-street parking and be built to City of Carmel public street standards.



VIEW OF THE GRAND BOULEVARD WITH NEW SINGLE FAMILY TOWNHOUSES AND A LARGE LANDSCAPED MEDIAN. THE TOWNHOUSES WILL HAVE AN ECLECTIC MIX OF STYLES BUT WILL FOLLOW A TRADITIONAL TOWNHOUSE TYPE.

## MULTI-FAMILY RESIDENTIAL

The multi-family zone will allow a broad variety of apartment and condominium buildings. The market for these units will be empty-nesters as well as young people and singles working in the area. Small families will also find the units more affordable than a typical Carmel single family home. Many people will be attracted to the convenience of this housing to the Old Meridian Village and nearby schools and employment.

The primary use of the land will be multi-family housing units, whose tenancy may be owner-occupied or rental. A small percent may be used for commercial or public purposes that serve the residents of the building, such as a convenience store or bank ATM. Other uses for the exclusive use of the apartment or condominium project such as management office, recreation club and laundry are also allowed.

Units will have a minimum of one parking space per unit on site, which will not include on-street parking on public streets. On-site parking lots or structured parking may not be adjacent to a public street unless screened from view with landscaping and/or fence.

A large majority of the buildings in a multi-family project must face a public street. On public streets, most of the building front should align with a set-to line that is a few feet from the public street. Courtyards that open to the street are also acceptable. To preserve the character of the street, no parking or curb cuts are allowed in the front setback of any building. For all buildings that face a public street, there must be at least one entrance on the front of the building. All units must be accessible from both the fronts of the building and the rear parking areas. Front setbacks and courtyards shall be finished with sidewalks and extensive landscaping.

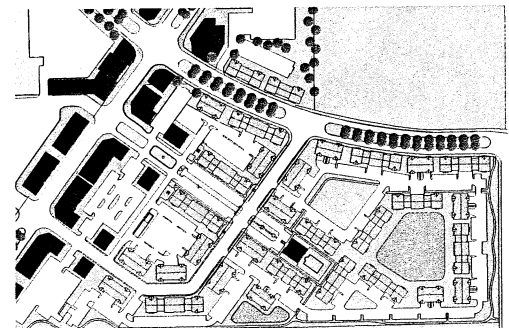
In most projects, the developers will be required to provide a percentage of the land developed in open space or recreation space. Open space must be landscaped for passive use or active enjoyment. All streets built by developers must accommodate on-street parking and sidewalks in accordance with the Old Meridian street plan and be built to City of Carmel public street standards.

Buildings must be at least two stories tall and a maximum of five stories tall, except structured parking garages, which will have a lower height restriction. Any wall of any building facing a public street must be substantially brick and trimmed in brick, wood, stone or pre-cast concrete.

No freestanding signs may be visible from a public street. Small signs must be attached to a building or a fence.



APARTMENT BUILDINGS MUST FACE A PUBLIC STREET WITH A SIDEWALK. ON-STREET PARKING PROVIDES SPACE FOR VISITORS.



PLAN FOR THE PROVIDENT PROJECT, AN APARTMENT DEVELOPMENT RECENTLY APPROVED IN THE OLD MERIDIAN DISTRICT. BUILDINGS FACE THE STREET OR FRONT ON A LANDSCAPED POND.



THE BUILDING DESIGN SHOULD EMPHASIZE AN URBAN CHARACTER, RATHER THAN SUBURBAN OR RUSTIC. DRAWING SHOWS DESIGN OF THE PROVIDENCE PROJECT BY BUCKINGHAM COMPANY.



## VILLAGE

The Old Meridian Village is the new heart of this district. It is a compact and intense retail and entertainment district that is deliberately limited in extent so that retail activity is concentrated. A shopping street like this requires several conditions to be successful. One is that some parking is available on the street. Another is that retail stores are continuously lining the sidewalk. Pedestrians should encounter a minimum of blank walls and parking lots, but instead should be enticed with open storefront windows, visible activity inside stores and restaurants, and interesting places to shop.

Shoppers will be encouraged to stroll from store to store rather than to drive, and many local residents will find it convenient to walk from home. Sidewalk cafes and other outdoor activities will be accommodated with wide sidewalks and landscaping. Merchants will be encouraged to have interesting and pedestrian scaled shop window displays. Street lighting will also be pedestrian scaled, enhancing the possibility of evening activity.

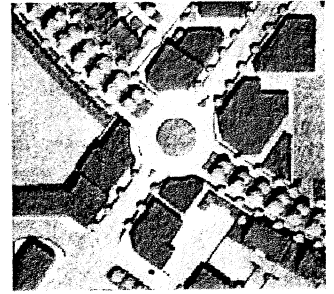
Unique shops and restaurants should cater to the residents of Carmel as well as the office workers in the nearby 31 corridor. Coffee shops and ice cream parlors can become gathering spots for nearby residents.

The ground floor use of all buildings must be mostly reserved for retail use, with the remaining area exclusively used as lobby areas for the upper floors or service. Upper floors may be used for office, retail or residential uses. No drive-through facilities are allowed in this area. In order to create a diversity of retail uses and a varied walking environment, the frontage for a single merchant will be limited on Old Meridian.

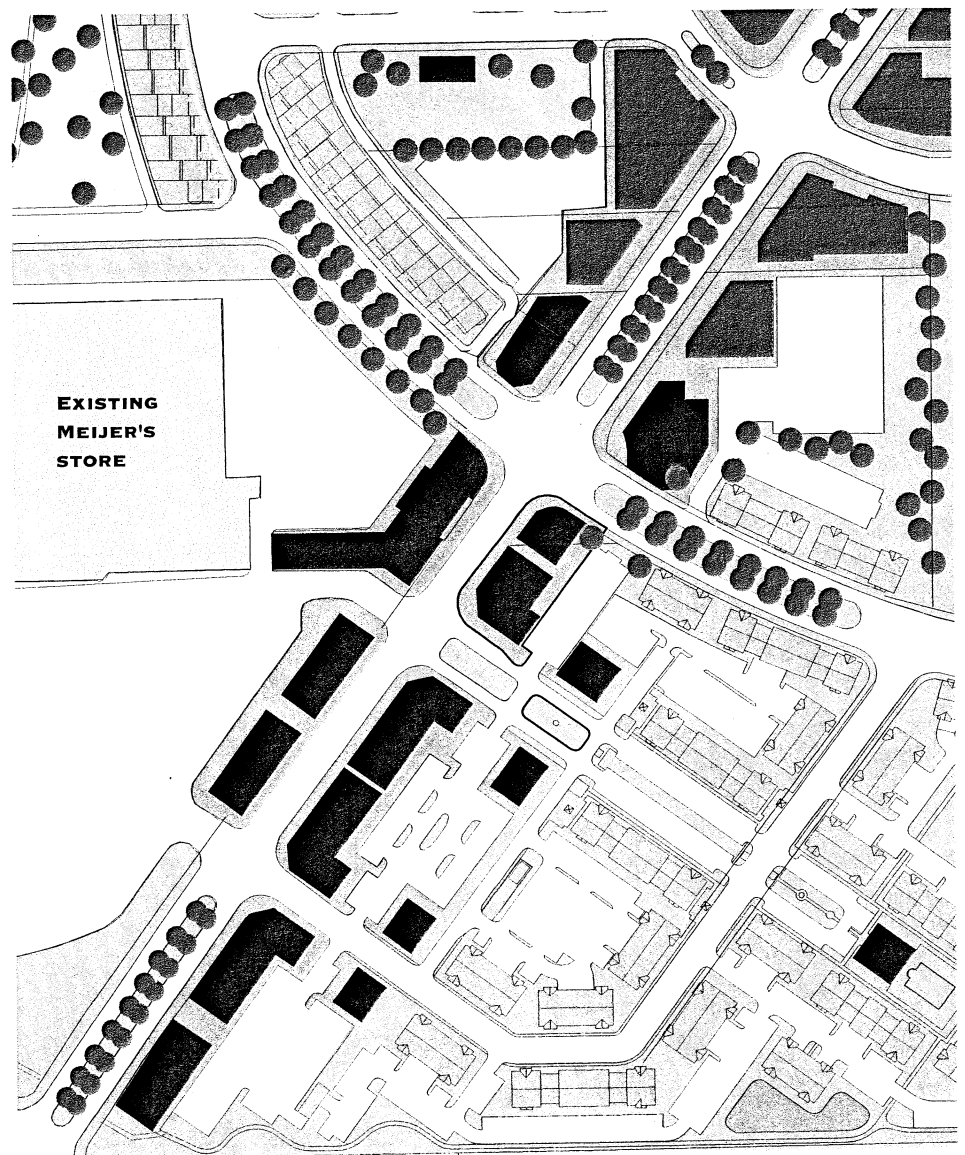
Curb cuts are not allowed on Old Meridian and no parking lots may front on Old Meridian. Parking will be located to the rear of most



VIEW OF THE WIDE SIDEWALKS AND OUTDOOR CAFE AREA ALONG OLD MERIDIAN STREET. NEW BUILDINGS WILL BE BUILT ON THE SIDEWALK EDGE WITH PARKING IN THE REAR.



THE VILLAGE FOCAL POINT MAY INCLUDE A ROUNDABOUT.



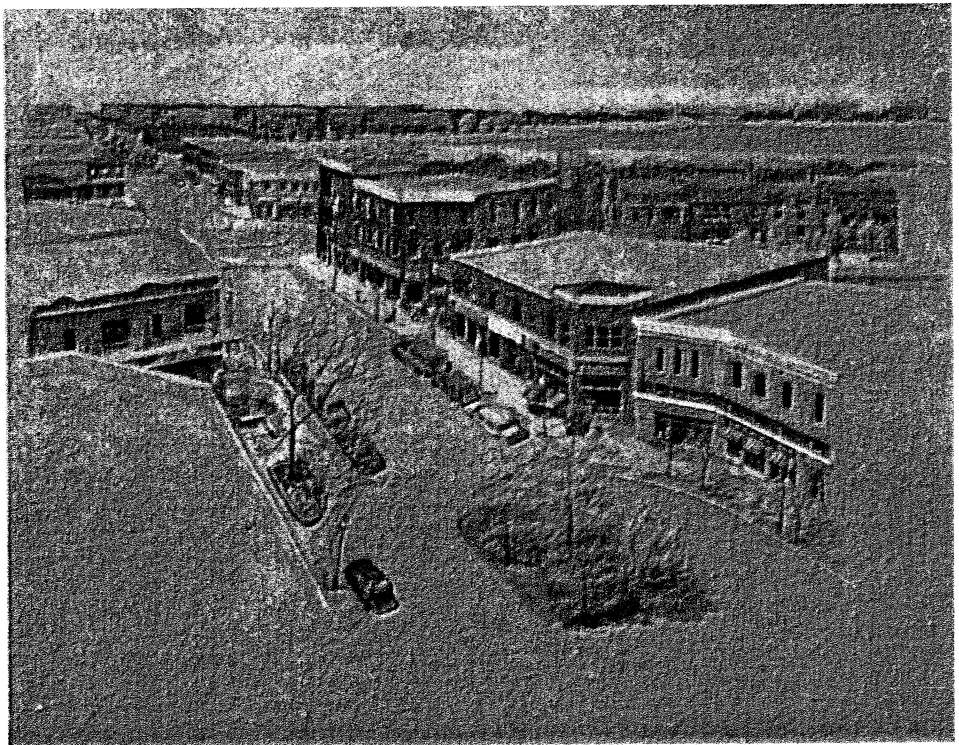
PLAN OF THE VILLAGE AREA OF OLD MERIDIAN STREET. THE GRAND BOULEVARD INTERSECTS THE VILLAGE WITH A ROUNDABOUT. RED COLOR INDICATES NEW RETAIL AND MIXED USE, WHILE YELLOW IS RESIDENTIAL. PURPLE IS NEW OFFICE.

buildings, with pedestrian passages located at convenient intervals. These passages will also have storefronts opening on to them. Shared lots may be used to satisfy parking requirements if it can be demonstrated that peak demand for two uses does not occur at the same time.

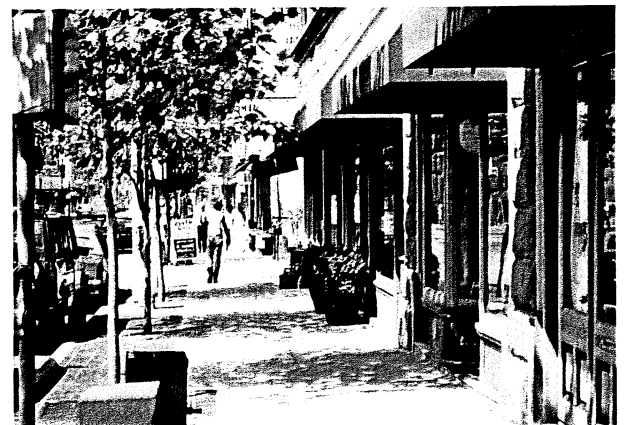
All commercial buildings in this zone should face the public street. The buildings must sit on the front property line except for minor recesses for entrances. The main entrance to all retail areas must face the public street. Additional entrances may face the side of the building, however, no rear entrances are allowed except for residential or office uses, emergency exits, employees, loading and trash removal.

The design of the buildings is intended to reflect traditional, multi-story urban commercial types. This type has a ground floor with large transparent storefront glass, and upper floors built of brick with windows inserted into the wall. Buildings should have a distinct cornice line. Buildings should have detail and ornament that is appropriate for pedestrians to appreciate. In general, roofs are flat or slightly sloped. Many architectural styles could be appropriate.

Signs add to the lively appearance of the area and should be scaled to be appreciated by the pedestrian as well as slow moving vehicles. The total area of signs will be limited. Signs must be incorporated into the design of the buildings rather than obscuring building features. Variety in signs should be encouraged. Individual tenants should strive for a unique graphic image, rather than be required to conform to a single graphic style or color for the whole building.



VIEW LOOKING SOUTH AT THE PROPOSED VILLAGE OF OLD MERIDIAN, WITH THE LANDSCAPED MEDIAN IN THE FOREGROUND AND A ROUNDABOUT IN THE BACKGROUND. PASSAGEWAYS TO PARKING ARE VISIBLE ON BOTH SIDES OF THE STREET.



THE CHARACTER OF THE SIDEWALK WILL ENCOURAGE PEOPLE TO WALK FROM STORE TO STORE.



A NEW COMMERCIAL CENTER USING TRADITIONAL BUILDING TYPES.



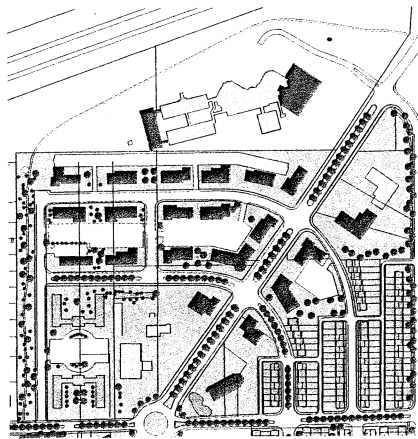
## MIXED USE DISTRICT

In the area along Old Meridian two new mixed use zones will be established. The first location is in the area along Old Meridian just north of the Village Retail zone. The intention of this zone is to provide an area where office, residential and retail uses may be complementary to each other and where these uses will complement the Village. Although this will be a pedestrian environment, it may have a more sedate character than the Village. Buildings will be set back slightly off the street to provide landscaping and Old Meridian Street will have a landscaped median and sidewalks with tree lawns on both sides to encourage walking to destinations in the Village.

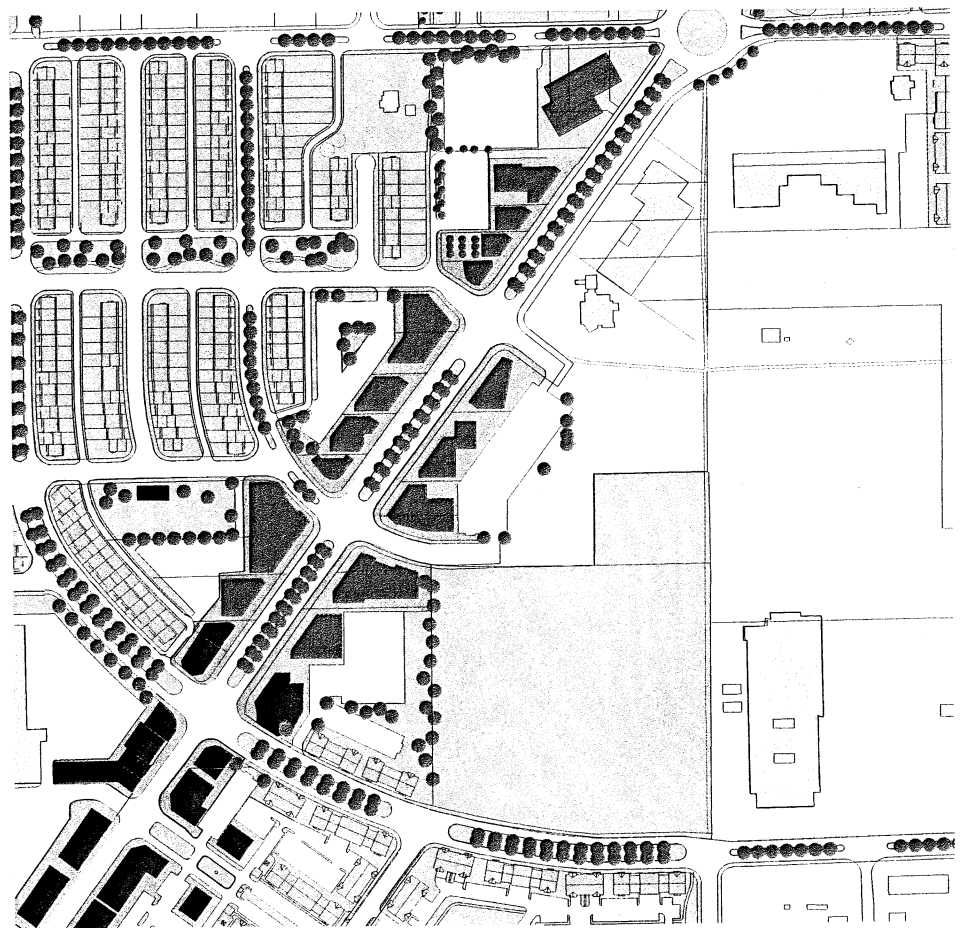
This area will be used primarily for office and multifamily residential. Retail uses may also be allowed on the ground floor if they primarily serve the office or residential populations. Retail uses must have less net area than the office or residential uses on the site and where the site is oriented towards Old Meridian the buildings must be located along the frontage of Old Meridian rather than interior to the site.

In order to preserve the consistent treatment of Old Meridian Road, at least two-thirds of the frontage of Old Meridian must be developed with buildings that face the street and conform to a limited set back. Retail uses must face Old Meridian Road. Additional buildings may be constructed in the rear of the site as long as access requirements are met. Curb cuts on Old Meridian will be allowed at the intersections of the boulevards only. All other access roads must be routed through these intersections.

Multifamily buildings must conform to the orientation, setback, siting, parking, design, sign and open space requirements found in this plan under "Multifamily Residential" (p. 12) Office/retail buildings must conform to the orientation, setback, siting, parking, design, sign and open space requirements found in this plan under "Office" (p. 16).



PLAN FOR NEW MIXED USE AND MEDICAL OFFICE IN THE NORTH PART OF THE STUDY AREA, NEAR THE EXISTING ST. VINCENT'S HOSPITAL. PURPLE INDICATES NEW MIXED USE AND YELLOW INDICATES RESIDENTIAL. EXISTING BUILDINGS ARE SHOWN IN GREY. A SUGGESTED HOSPITAL EXPANSION AREA IS SHOWN IN BROWN.



## OFFICE

A significant area of the plan is devoted to new office development. In contrast to 31 Corridor office developments, these projects will generally be smaller in size and have more relationship to the public street and to each other, with less requirements for open space. The idea is to encourage pedestrian activity by making it easy to walk from one building to another along a public street and to encourage a planned ensemble rather than isolated and unrelated structures which might otherwise be built.

The primary use of buildings in this area will be for office, including general office, medical office, retail banking, real estate and insurance offices. A small percentage of the gross area of a single building may be designated for retail space, especially for services and restaurants that serve the tenants of the building. Drive-through facilities are allowed if located in the rear of the site (away from the street).

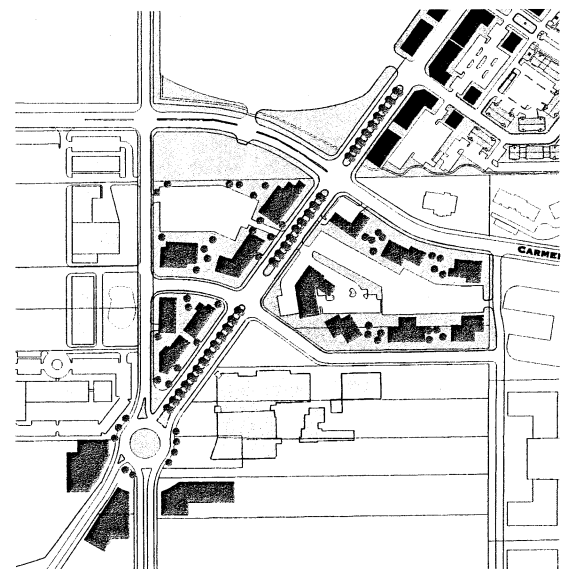
No curb cuts are allowed on Old Meridian. Parking must be located in the rear or side of buildings. On-site parking lots or structured parking may not be adjacent to a public street unless screened from view with landscaping. No parking is allowed in the front setback. Some parking may be provided in shared or remote lots. New streets built to service office development must allow for on street parking and sidewalks. Such streets will be built to City of Carmel standards and will be dedicated to the City.

All buildings must face a public street and will have a small landscaped setback. Building entrances must face the public street. Lobbies must serve both the parking area and the public street. Loading and trash areas may not be visible from the public street.

Office buildings in this area should be developed to serve one or several small tenants. Buildings will vary between 15,000 and 8,000 square feet in footprint area. Buildings must be a minimum of two stories tall and a maximum of five stories tall.

Buildings must be faced in brick, trimmed in metal, stone, precast concrete, wood, or stucco. Large expanses of glass are allowed, but the building may not be constructed entirely of a metal and glass curtain wall. Concrete block is not allowed on the exterior. Extensive landscaping must be provided in the front setback.

Buildings may have a single freestanding monument sign in the front setback. It must be landscaped at the base of the sign. An additional sign may be attached to the building. Small signs directing patrons to parking or a drive-through are also allowed.



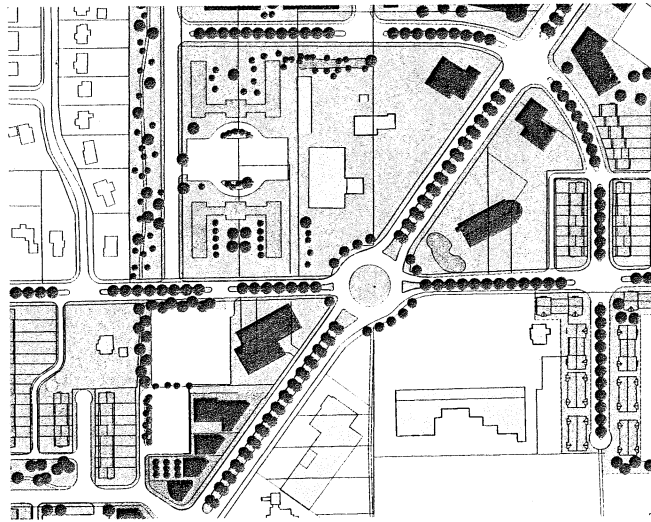
NEW OFFICE BUILDINGS ALONG OLD  
MERIDIAN BOULEVARD, JUST TO THE SOUTH  
OF THE RETAIL VILLAGE.

## **SPECIAL USE DISTRICT:**

The special use zone comprises a significant and highly visible corner in the district. It is an ideal location for buildings of significance to the life of the community, such as religious buildings, schools, branch library, senior center, museum or public gathering space. An office or business use would also be allowed here if it has a high profile in the community and if a special and important building is planned for it. Examples might include a clinic, a corporate office for a local employer, or an assisted living facility. Restaurant, retail commercial or auto-related uses are not allowed in this zone.

Buildings must be oriented to face the circle and will have a wide landscaped setback from the traffic roundabout. Drop-off drives and handicap parking are allowed within the setback area, but large parking areas are not. Substantial and attractive landscaping is required on the setback facing the traffic roundabout.

Buildings must be constructed of substantial materials in a manner consistent with an important site in the City. Prefabricated buildings are not allowed. Sites must be designed with at least one large and attractive building to serve as an important monument in the community.



THE INTERSECTION OF MAIN STREET AND OLD MERIDIAN WILL BE AN IMPORTANT ENTRANCE INTO THE OLD MERIDIAN NEIGHBORHOOD. PLANS ARE TO CREATE A ROUNDABOUT FOR TRAFFIC. LAND IN THIS DISTRICT WILL BE RESERVED FOR IMPORTANT CIVIC OR INSTITUTIONAL BUILDINGS OR BUSINESSES PLANNING COMMUNITY-ORIENTED USES WITH A HIGH PROFILE.



HISTORICALLY, CIVIC BUILDINGS OCCUPIED A PLACE OF IMPORTANCE IN THE CITY. THIS CHURCH IS THE FOCAL POINT OF A PUBLIC SQUARE, TO EMPHASIZE ITS IMPORTANCE TO THE COMMUNITY.

## HISTORICAL DEVELOPMENT

1959

Leading directly from central Indianapolis, Meridian Street was probably a "true" meridian, on the public land survey. Near the site, it took a sudden diagonal to the northeast, in the direction of Kokomo just as today.

In 1959 the area was only semi-rural, with houses lining "Main Street" and a thick settlement of farms on Meridian itself. The beginning of a subdivision and three houses were found there.

1967

Over a period of eight years, the only significant additions were the school and the completion of two small subdivisions. A furniture store is located near the crossroad of Pennsylvania and Meridian.

1980

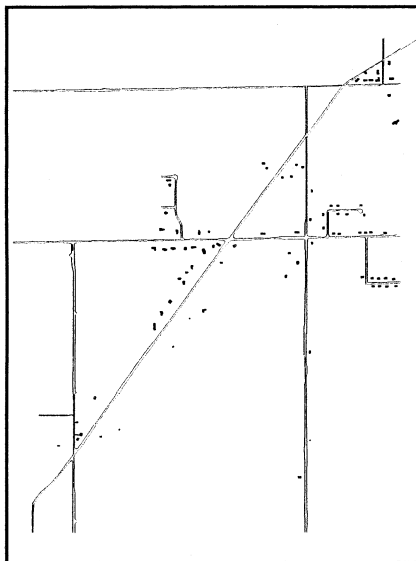
The U.S.-31 Bypass was built, and a small shopping center on Main Street, along with a few commercial buildings near the intersection. An apartment project was located south of the school, and another one north of the housing subdivision. The building that houses the church is now there.

1988

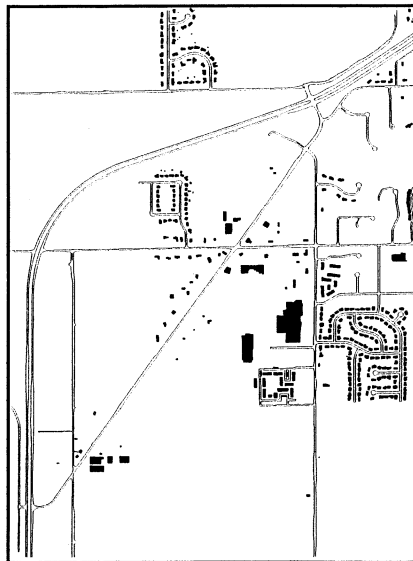
Most conspicuous was the addition of the subdivisions north of 31, the completion of the subdivision west of Guilford Road, the first hospital building, and the senior center.

1999

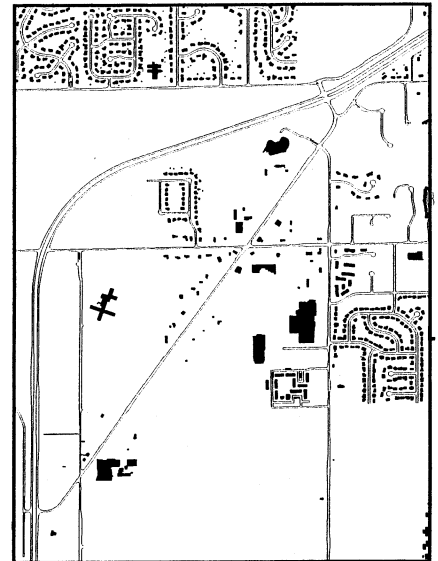
Carmel Drive was added, connecting to the town center and providing many more development opportunities, and a new intersection on the 31 highway. Two more apartment complexes were built, the hospital expanded, and the industrial park opened with three large buildings. More, unconnected retail business appeared in the area, while the Meijer's signals a shift to larger stores/shopping on the south, so that Carmel Drive displaced retail from Main Street.



1959



1980



1988

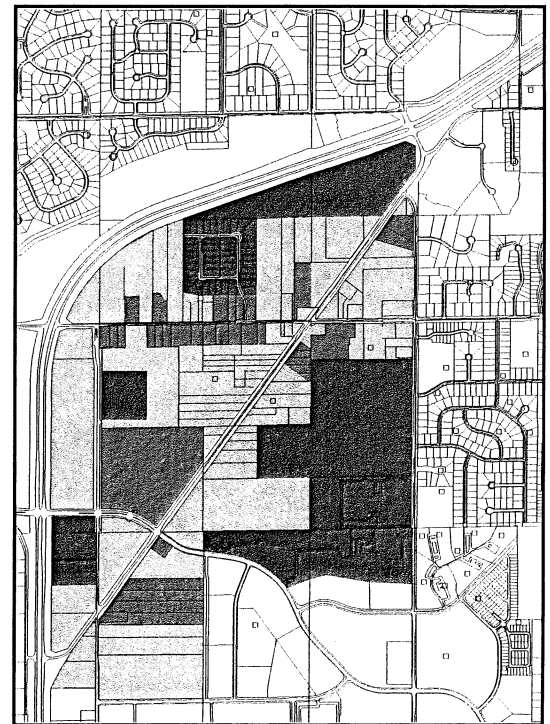
## OPPORTUNITY

This is a map of the relative difficulty of redeveloping a parcel. It is an estimation of the investment in the site, the size of parcels, the age of the buildings, ownership patterns, and relative demand.

The lightest parcels represent the vacant properties or ones which are occupied, but may be particularly attractive for redevelopment because of their location, size and underutilization. Properties with isolated retail or industrial uses are also vulnerable to change because the investment in them is small relative to their potential value.

The darkest parcels represent properties that can be considered stable — because there is a large ensemble of buildings which reinforce each other (the apartment projects, the industrial park, the housing subdivisions) or because they are institutional uses generally resistant to market forces (the school, the hospital, the senior center).

The middle range are properties that might be redeveloped in the long term. Most buildings are currently in good shape or are even new, but they are largely single-story buildings representing a 10 to 15 year life, often in an excellent location for higher density uses. Some of these current buildings or uses might be successfully adapted to a new plan.



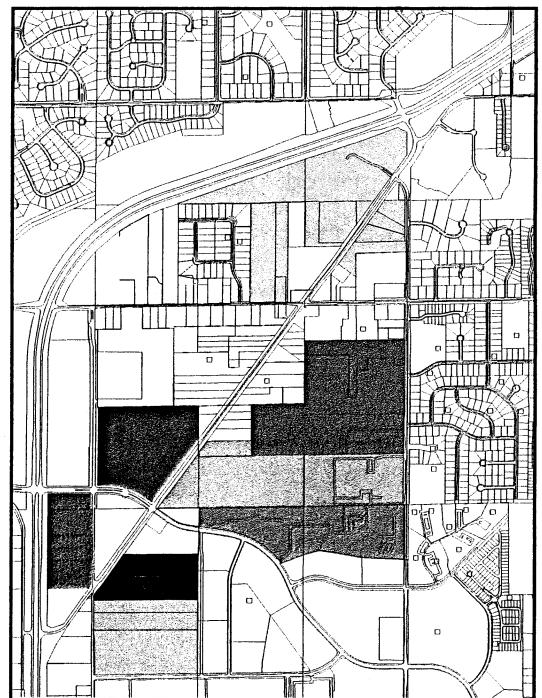
OPPORTUNITY

## LAND OWNERSHIP

This map represents current major property ownership or options. The hospital controls the northern quarter of the area, and the school has a sizable chunk, including a wooded site. Buckingham has acquired a significant wooded site for residential development. Kirk owns a key site at the intersection of Pennsylvania and Meridian. Duke is already building out a shopping center on the 31 corridor, and Conesco plans to expand north of its current location. Most of the other properties could be considered small and non-aggregated.

Property ownership is a critical issue, — small separate parcels make large actions difficult, but large parcels with a single owner and specific plans can dramatically effect the plan. So, the strategy is to work with the large property owners, and to look to possible or likely assemblies for the remaining parcels considered “most likely to be developed”.

No matter what the plan, it must be developed under market forces, with marketable agendas, and “marketable” is a different story for a church, a retail complex, or a hospital.



OWNERSHIP

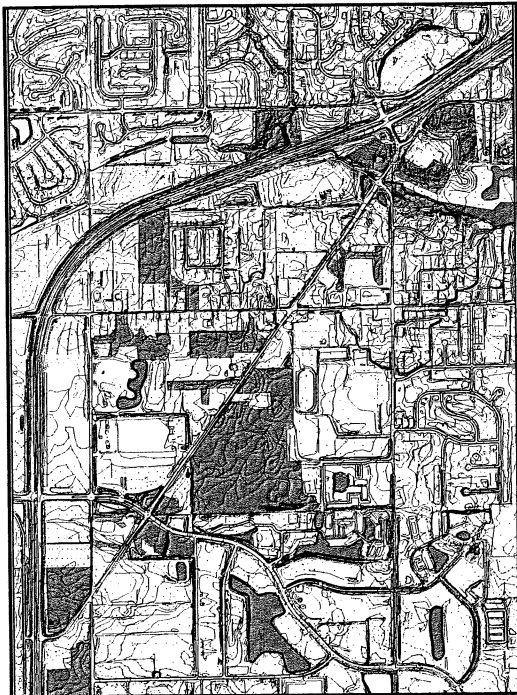


## NATURAL CONDITIONS

One of the issues for development is the potential loss of natural vegetation. This map shows areas where the vegetation is located. Exercising sensitivity to retaining parts of these as development is planned.

Storm retention is another issue, since the land over the entire site slopes very little (a natural elevation change of only 25 feet or so over the entire map area).

A natural drainage swale runs across the northern edge of the area, and although it is not obvious, Meridian itself sits on a slightly higher elevation than the surrounding land on both sides.



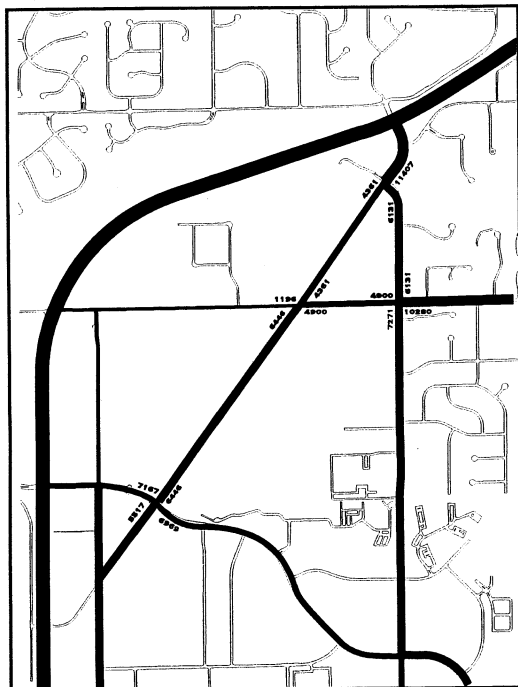
NATURAL CONDITIONS

## AVERAGE DAILY TRAFFIC

ADT is a way to measure the number of vehicles which travel down a given road in a 24 hour period. As a rule of thumb, about 10% of the ADT occurs during the peak hour. A comparison of the peak hour to the actual capacity of the road is used to measure congestion. Capacity is effected by many things: the number of stop lights, the number of lanes, the width of the lanes, whether there left-turning beds, and whether there are a large number of curb cuts.

ADT is a good predictor of retail demand – fast food restaurants and chain retail stores like to be in a place with 10-15,000 ADT minimum, in order to get high visibility, but might avoid very high traffic places because of the difficulty getting off the road. A road like Pennsylvania, will likely be subject to development pressure. On the other hand, low ADT of 4 to 6k, like the current counts on Old Meridian, may be too low for serious retail development.

New retail, residential and office development in the district will probably push traffic in Old Meridian to the point where retail business is comfortable.



AVERAGE DAILY TRAFFIC

## DENSITY/SCALE

This is a map of the figure-ground of the current area, and an area—in Cincinnati (Ludlow Street in Clifton) which is similar in scale (although not character) to the retail and housing in the Broad Ripple area of Indianapolis.

This retail area contains a movie theater, grocery store, drug store, 22 small shops, about 12 restaurants and at least 14 large apartment buildings. It does not seem crowded, but it is very intense, and at any time of day, lively, safe, and pleasant.

The two points of this map are 1) areas like this are very compressed, so that they are easy to walk and activities are concentrated. 2) to maintain this intensity, very little of the study area can be built with this type of retail: it is not possible to string this out so that every property owner will get a piece of it. Together, decisions have to be made regarding which portions of Old Meridian or Main Street will be dense mixed use or retail, and which will be something else that is supportive and compatible to that use.

